

ONE ENJOYS

Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually; dispels colds, headaches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known. . .

Syrup of Figs is for sale in 50c and \$1 bottles by all leading drug-Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept an substitute.

CALIFORNIA FIG SYRUP CO SAN FRANCISCO, CAL. LOUISVILLE, KY. NEW YORK, N.Y.

MISS WELLS TO LECTURE.

Southern Outrages.

The Anti-lynching League held a short meeting at the Second Baptist Church (colored) last night to discuss the arrangements for the reception of Ida B. Wells, who will arrive on the Monon at 4 o'clock this afternoon from Chicago, and who will speak in Y. M. C. A. Hall to-night on "Southern Outrages." The executive committee of the league will hold a meeting this morning and it was decided last night to leave the appointing of a reception committee to the executive committee. The colored ministers and active church workers are endeavoring to make the event to-night a success, and indications are that the hall will be filled. A small admission fee will be charged in order to pay the speaker's expenses in coming here. A member of the committee appointed several meetings ago to collect financial aid for the league reported last night that the committee was meeting success, and that it would be able to make a report at the next regular meeting.

WASHINGTON-STREET PAVEMENT. Board of Works Takes Final Action

on the Improvement. George Miller and M. and C. Scherer were before the Board of Works yesterday to protest against the awards of benefits and damages in the opening of Chestnut street. The board concluded to confirm its action relative to the East Washingtonstreet improvement, the remonstrators who were given until to-day to make good their complaint having failed to appear. The board signed the assessment roll of the Clifford-avenue sewer.

Stoughton-Street Contracts.

The Board of Public Works yesterday awarded the contract for grading and gravelling the readway and bowldering the gutters of Stoughton street, from the southeast property line of Brookside avenue to Woodruff avenue, to Peters & Dunn, at 90 cents a foot on each side. The other bidders were Phillips & Lackey, \$1.35; Daniel Foley, \$1.15; W. W. Arnold, 98 cents; Henry P. Nolting. 94 cents. The contract to curb and gravel the roadway and bowlder the gutters of Stoughton street, from the east property line of Woodruff avenue to the east curb line of pple Tree lane, excepting the intersection Newman street and seventy-five feet at the crossing of Pogue's run, was awarded to Sheehan Brothers at \$1.03 a lineal foot. The other bidders were Peters & Dunn, \$1.76; W. W. Arnold & Co., \$1.69; B. Porter, \$1.65; Phillips & Lackey, \$1.49; Fulmer, Seipert & Co., \$1.49; Henry T. Nolting, \$1.23; Sheehan Brothers, \$1.03. The contract for paving with brick the sidewalks of Stoughton street, from the east property line of Woodruff avenue to the east property line of Apple Tree lane and the south property line of Stoughton street, except the north sidewalk between keith and Windsor streets was awarded to Sheehan Brothers at 35 cents a lineal Lackey. 35 cents; Daniel Foley, 38 cents; B. Porter, 38 cents; Henry T. Noiting, 37 cents; F. M. Snyder & Co., 37 cents; Ful-

Junn, 35 cents. The Barrett Law Advantage.

mer-Selbert Company, 36 cents; Peters &

The controller's force of clerks is very busy with the Barrett law bonds growing but of the Fourteenth-street sewer. All' applications for the benefit of this law must be made before Saturday or they will not be available to the property owner in the district assessed. The controller notified all concerned by postal card, but as the street and number in some cases were not known the notice did not reach all those for whom it was intended. The district which bears the cost of this improvement is as follows: From Fall creek east to Seventeenth street, about eight blocks, thence south to Sixteenth street, thence east to Greenbrier lane, along Greenbrier lane to a line about parallel with Twelfth street, thence east to Rural street, south in Rural to Litly, west to Pendleton pike, west in Pendleton pike and by way of several short streets to Lincoln, west to the first street and thence north until on a line with Eighth street. The boundary line then comes back south as far as Seventh and then takes a diag-onal course to Tennessee and Tenth streets and from Tennessee and Tenth to Fall

Commissioner Fisher Still III. Street Commissioner Fisher is yet very ill on account of a local trouble necessitating a surgical operation. Dr. W. N. Wishard, who is attending him, said yesterday that he was a little stronger. During the illness of the commissioner the charge of the streets has devolved upon foreman Phipps. He said yesterday that he was beset with applications for work from hundreds of men. The sewer contractors, he said, are beginning to let men go and the pressure for city work was becoming stronger.

A Public Alley Closed. The Board of Public Works yesterday decided not to grant the petition for the vacation of the alley north of Market street, running from Noble to Spring street. he petition to vacate the alley north of First street, from Howard street to the canal, will be granted because it is of no public utility. It runs into the canal without an outlet to right or left. Its vacation will benefit the location of a factory there,

and all parties concerned ask for it. Trindad Company's Surety.

A. W. Wishard, agent for the American Surety Company, yesterday called on the Board of Public Works and filed the bond of the Trinidad Asphalt Company for \$4,-600, the sum demanded by the city as a guaranty that its four contracts would be faithfully performed. The contracts are for asphalting McCrea street, Jackson Washington street, from State to Rural, and Louisiana street, from Meridian to McCrea.

Repairs for Fire Department Houses, The Board of Public Safety will begin, this week, the work of repairing the fire department houses, according to the plans when the appropriation was asked for. It will also begin preparations for the purchase of more hose at its meeting the last of this week.

Value of State Law Library. The law librarian of Indiana estimates

TIME TO BE REDUCED

THE PENNSYLVANIA WILL MEET THE BIG FOUR'S COMPRETTION.

Faster Trains Between New York and St. Louis-Rates Cut for Transportation of Soldiers.

On Sunday the Vandalia and the Pennsylvania lines will meet the competition which the Big Four and the Vanderbilt lines give them between St. Louis and New York by shortening the time of Train 20 to twenty-nine hours, St. Louis to New York, and making the same time with Train 21 west. Going east the time between St. Louis and Indianapolis is shortened twenty-five minutes, between Indianapolis and Columbus twenty-five minutes, Columbus and Pittsburg forty minutes, and the other hour is cut off east of Pittsburg. It was at first proposed to put on a new train to meet that of the Big Four, but after carefully considering the matter it was decided to shorten the time of Train 20 and postpone the new train until the spring time table takes effect.

Important Suit Against Railways. An important suit was filed in the United States Circuit Court, at Cincinnati, yesterday. The Cincinnati freight bureau of the Chamber of Commerce of Cincinnati several months ago made complaint of the discrimination of freight rates by the Southern, the Louisville & Nashville, and other roads, against Cincinnati merchants, and the officials of these roads were brought before the Interstate-commerce Commission, which met here and gave the railroads a hearing. They also established freight tariffs over the routes complained of and ordered the roads to adhere to those rates. It seems that the roads have totally ignored the Interstate-commerce Commission, and have fixed rates as they chose. Yesterday the Interstate-commerce Commission, through L. A. Shaver as counsel and United States District Attorney Harlan Cleveland, appeared in court and complained that the She Will Talk at the Y. M. C. A. on

"Southern Outroges"

MISS WELLS TO LECTURE.

Cincinnati, New Orleans & Texas Pacific, Samuel M. Felton, receiver; the Louisville & Nashville, the East Tennessee, Virginia & Georgia, the Southern Railway Company, the Western & Atlantic, the Nashville western & Chattanooga & St. Louis, the Alabama Great Southern, the Atlanta & West Point, the Central Railway and Banking Company of Georgia, the Georgia Pacific, the Norfolk & Western, and twenty-four other railroads have violated the provisions of an act to regulate commerce, and that after May 29, 1894, published, kept in effect and charged certain freight rates below those established by the commission, and have cut rates of more than 50 per cent. less than the rates ordered, and again on June 23 and 25 their receivers and agents and their successors kept a continuance of lower rates in force for more than a month therafter, and on Aug. 1 raised the rates considerably in excess of the rates established by the Interstate-commerce Commission, and since then and at divers times have willfully violated, disobeyed, disregarded and wholly neglected and refused to comply with the provisions and requirements of the orders of the Interstate-commerce Commission. Judge Sage issued an order directed to

the officials of all the roads named in the petition and ordered that the defendants file answers to the petition before Monday, Oct, 22, and appear in court Monday, Nov. 19, and then and there show cause why the order of the commission should not be deemed and held lawful. It is also ordered that the proceedings shall be conducted in a summary manner that will speed the hearing and determination of the matter involved without the formal pleadings, rules and proceedings applicable to ordering saits in equity. The secretary of the commission is authorized to make service of the order of the court to the president, vice president, secretary, general manager or general superintendent of each of the corporate defendants.

Rates Slaughtered for Soldiers. There is certain to be much trouble in the Western Passenger Association over the rates made by several of the lines for the transportation of troops from Fort Leavenworth to Atlanta, Ga., and to Governor's island, New York. When the bids were opened yesterday at the headquarters of the Department of the Missouri, in Chicago, it was found that on the lot for Governor's island the Rock Island, the Chicago Great Western, the Atchison and the Burlington had made bids. Every bid cut the agreed association tariff at least one-third. The Burlington, which was a trifle under its competitors, secured the business. On the Atlanta detachment the Burlington was again successful, because, although not the lowest in figures, it allowed the free transportation of ninety-two pounds excess bag-gage per man. The Atchison, the Missouri Pacific and the Burlington were after this business, and not a single bid was over 40 per cent. of the agreed association tariff. This wholesale slaughter of rates is bound to make no end of a row in the Western Passenger Association, and among the Eastern lines as well, for the Burlington must necessarily route its business over some Central Traffic Association line east of Chicago. The Erie, the Lake Shore and the Pennsylvania declare that they bid full tariff rates for the business. The only other line by which the troops could go is the Baltimore & Ohio, and it is generally credited with making the reduction east of Chicago, especially as the bid of the Atchison road stated that the troops would be routed over the Baltimore & Ohio east

Its Future a Problem. Eastern financial papers have much to say about the future of the Peorla, Decatur & Evansville. In the West the opinion prevails that the whole thing will end in a foreclosure sale and that the property will be taken in by the Illinois Central. There are three regular committees, the Anderson, and the Fairchild, and the first mortgage committee, now in the field. The former are working in the interests of the stockholders and have already adopted and are carrying out a policy. The Fairchild committee has not yet made any definite progress in the matter of a plan of reorganization, and is not yet definitely decided as to the provisions of such a plan. It is said that any proposal to reorganize the property which does not change the existing second mortgage into an income bond will meet with little favor, and have little, if any, chance of success. The outlook for the property is encouraging. Business is improving and earnings are picking up, but the necessities of the company are such that any fixed charges against income should apply only to the first mortgage bonds. The last coupor on the first mortgage bonds of the Peoria division was paid in January last, and on the Evansville division bonds in September, 1893. No interest has been paid on the seconds since November, 1893, and none on the Chicago & Ohio River division firsts since

Pennsylvania's Statement.

The statement of business of all lines of the Pennsylvania Railroad Company east of Pittsburg and Erie for August, 1894 as compared with the same month in 1893, shows an increase in gross earnings of \$267,078.16, a decrease in expenses of \$237,236.91 and an increas: in net earnings of \$504,315.07. The eight months of 1834, as compared with the same period of show a decrease in gross earnings of \$8,162,884.49, a decrease in expenses of \$4,-0,760.79 and a decrease in net earnings of \$1.582,123.70. All lines west of Pittsburg and Erie for August, 1894, as compared with the same month in 1893, show an increase in gross earnings of \$152,391.50, a decrease in expenses of \$117,041.24 and an increase in net earnings of \$269,432.74. The eight months of 1894, as compared with the same period of 1893, show a decrease in gross earnings of \$5,098,031.28, a decrease in ex-penses of \$3,615,511.83 and a decrease in net earnings of \$1,482,519.45.

The Conditions Were Different. An official of the Indianapolis & Vincennes states that during State fair week of this year passenger rates were 1 cent per mile on Wednesday and Thursday, yet the number of excursionists handled on this occasion was 14 per sent, less than during 1891, when only a half-fare rate was made. This seems to demonstrate that a reduction below half fare does not stimu-late travel. In the year cited the conditions were different. Everybody was then prosperous and had money to attend fairs, regardless of rates.

Fast Trains on the P. & E. Superintendent Riley, of the Peoria & Eastern, is busy preparing the new train schedule, which takes effect Sunday on the western division. Commencing with Sunday, Train 10 will be made a daily train, and will leave Peoria at 12:30 noon,

covering the 212 miles in six hours and fifteen minutes, one hour and twenty minutes faster than any train has been scheduled over that road, the condition of the track justifying such an increase in speed. On the same date Train 9, which now leaves here at 7:45 a. m., will leave at 7 a. m., forty-five minutes earlier, running daily, making close connections with trains of the Wabsah and the Chicago & Eastern Illinois at Danville, Ill.

Personal, Local and General Notes. General Superintendent Lowell, of the Monon, is in the city.

The Nickel-plate has placed dining cars on its best through trains. H. C. Parker, traffic manager of the Lake Erie & Western, is in Chicago. L. L. Hyde has been appointed freight claim agent of the Big Four lines.

Oscar Murray, vice president, and C. E. Schaff, assistant general manager of the Big Four, will be in the city to-day. The Northwestern Dispatch, of which Mr. Darrock is general manager, is hereafter to be known as the Commerce Dispatch. It is stated that after Jan. 1 the Locomotive Firemen's Magazine, now published in Terre Haute, will be published in Colum-

The Cotton Belt is to double the passenger service on Sunday on the line, and will have two trains daily in and out of Fort

The Chicago & Rock Island people are said to have raised the money to purchase the Minneapolis & St. Louis at the coming William Gibson, superintendent of the Cincinnati and Sandusky divisions of the

Big Four, who has been in Europe a couple of months, returned yesterday. John Wise, a veteran passenger con-ductor on the Vandalia, who has been off the entire month on a rest, is expected home to-day, and will resume his train on

Work on the Indiana, Illinois & Iowa extension to South Bend is being pushed vigorously, and it is expected to complete the twenty miles and open it for traffic by

Dec. 1 It is stated that the Lake Shore people will soon commence to run the trains of its Grand Rapids branch through to Elkhart instead of stopping, as is now the case, at White Pigeon. The \$2,500,000 mortgage to secure the ter-

minal first mortgage bonds of the St. Louis, Alton & Terre Haute, operated by the Big Four, has been executed and placed in the hands of trustees. J. H. Milliken, district passenger agent of the Louisville & Nashville, with headquarters at Louisville, who has been in the city for a couple of days, returned to his headquarters last evening.

The Ohio Falls car works have begun the Company, and yesterday the company sent an expert to Jeffersonville to inspect the work as it progresses. Charles Reemelin, formerly chief clerk of William Green, general manager of the Cincinnati, Hamilton & Dayton, was in the

city yesterday. He is now lost-car agent of the Missouri Pacific lines. W. F. Bicknell, master of transportation of the passenger service of the Pennsylvania Company, Pittsburg division, under J. J. Turner, was in the city yesterday, go-

ing to St. Louis last evening.

On Sunday, Sept. 30, the Panhandle's Chicago division will quicken the time of Trains 20 and 21 and restore Trains 1 and s, to do some of the accommodation work which the faster trains have been doing. F. B. Bowes, recently appointed assistant general passenger agent of the Illinois Central, left yesterday for New Orleans, which will be his headquarters. On Tuesday evening his friends in Chicago gave him a

Regarding a rumor from Chicago that the presidency of the Lake Shore & Michigan Southern road had been offered to Mr. Everett St. John, Hon. Chauncey M. Depew stated definitely yesterday that no such offer had been made.

On Oct. 1 Andrew Wood, private secretary of J. Q. Van Winkle, general super-intendent of the Big Four, will go to Cincinnati to take the position of private sec-retary of C. E. Schaff, assistant general manager of the Big Four.

The Pullman Co-operative Club, an organization of ex-Pullman employes, owns patents on a sleeping car, a coffin, a bicycle sprocket wheel and an electric brake for railroad trains, and proposes to manufacture anything from a mirror to a sleeping car. Engine 24, of the Monon, has just been rebuilt at the shops in New Albany, and the work has been done in a superior manner. As rebuilt, it is equipped with the De-laney fire box, in which improvement it is claimed a saving of 40 to 50 per cent. in coal is effected.

B. F. Sipp, superintendent of the Whitewater road, was in the city yesterday on official business. He states that manufactories along the line are beginning to ship goods again, there is an excellent corn crop and he looks for bandsome earnings for the next few months.

Superintendent Bonebrake, of the Louisville division of the Pennsylvania lines, with his subordinate officials, is putting in the week inspecting the main line and branches. His inspection car is of novel design, and enables the party to closely inspect the roadbed. The passenger traffic of the Lake Shore

road is now at a maximum. The train put on with the taking effect of the spring time table, which makes the run from New York to Chicago in twenty-four hours, is becoming very popular. When put on it hauled but four cars; it now hauls eight. The meeting of the Trunk Line Western Freight and Central Traffic Association at Chicago yesterday was taken up by a discussion with the Illinois, Indiana & Iowa road on the question of division on percentages. No action of any kind was taken and the meeting will reconvene to-day.

There is said to be a hitch in the Chicago, Burlington & Quincy traffic arrangements with the Northern Pacific. The latter, it is stated, does not like the idea of accepting Pacific coast business from the "Q" after that line has had three-fourths of the haul from Chicago to the Pacific coast.

The Rock Island and the Burling made the same rates to Council Bluffs as the Atchison announced to Kansas City—\$6.75—tickets from Council Bluffs to Chicago; good from Sept. 28 to Oct. 6; good from Chicago to Council Bluffs from Oct. 1 to 8. The reductions were made simply to 8. The reductions were made simply to keep the rate to Omaha on an equality with that to Kansas City.

The contractors building the new railroad bridge from Jeffersonville to Louisville will this week get the false work of the middle span so far advanced as to begin placing the iron work in position. So unfortunate were the contractors in the first attempt to construct this bridge that extra precaution is now exercised in the preparation to place the iron work in position The new coaches which the Barney & Smith car works are building for the Big

Four to take the place of those burned, it is said, will be the finest coaches ever turned out at these works. They will have parlor car windows, be finished handsomely in the interior with cherry wood, be lighted by Pintsch gas, have new and improved seats and many other improvements over present coaches. F. G. Darlington, superintendent of the

Indianapolis division of the Pennsylvania lines, says while the freight earnings of the entire system are very satisfactory, pas-senger earnings are dropping so far behind last year that the increase in earnings is not what would be expected, and, in going back to the corresponding period of 1892, there is not a crumb of comfort, as in the fall of 1892 both passenger and freight business were at their maximum.

It is stated that the Big Four declines to share in a reduction in coal rates in connection with the Chicago & Southeastern from Brazil to the north and Northwest, which leaves the latter road still master of the situation in rate matters from the block coal region. When it was announced that the Big Four, in connection with this new line to Brazil, was to reduce rates, little stock was taken in the statement, so closely allied is the Big Four and the Chicago & Eastern Illinois.

The Chicago freight bureau, on behalf of Chicago shippers, is making strong efforts to secure the services of ex-Senator Edmunds in its legal battles with the Southern roads for lower rates from Chicago. It will take \$10,000 to secure his services. Of this the Interstate-commerce Commission agrees to furnish \$4,000, all it has in its treasury, and the Chicag shippers and merchants are trying to secure the other \$6,000. St. Louis shippers and those at many other points look upon this proposition of the Interstate-commerce Commission as unwise, as other railroad centers like Chicago may want help of the same character, and trou-ble will follo

An Appeal for Clothing.

The Charity Organization Society knows of forty-seven children of the poor who are unable to attend school for lack of clothing. These children are classified as follows: Girls-Five from six to seven years of age, ten from eight to nine years of age, eight from ten to twelve years of age. Boys-Ten from six to seven years of age, eight from eight to nine years of age, six from ten to twelve years of age.

Plain Talk.

There is a preservative principle in SOZODONT that effectually preserves the teeth from decay. Rich and poor indorse it. No lady ever tried it without approvthat the books in his charge are worth reaching Indianapolis at 6:45 p. in., coning its cleansing and purifying properties.

New books are being received necting with the new fast train for CleveIt outsells all other dentifrices. Ask for daily at a cost of \$5,000 a year to the State. land and New York over the Big Four. SOZODONT, and take no substitute.

A PARTNER OF HARLAN

D. K. CALDWELL, OF FRANKFORT, CHARGED WITH COUNTERFEITING.

He Is a Prominent Man, but Federal Officers Claim They Have Strong Evidence.

At noon yesterday D. K. Caldwell, junior member of the firm of Moore & Caldwell. Frankfort lumber dealers, was arrested by Treasury Agent Carter and Deputy United States Marshal Dooling. The arrest of the Frankfort business man grew out of a long talk which Major Carter had with Buck Harlan, the counterfeiter, a few days ago. Harlan implicated Caldwell in his counterfeiting deals, and his story being, as federal officials thought, an apparently truthful one, the government authorities deemed it best to bring Caldwell to Indianapolis. The latter is known as one of the stanch business men of Frankfort. He has been in the lumber business for eight years, and owns, with his partner, extensive milling outfits at Frankfort and Marshall, Ill. He was indignant when arrested, but was quite willing to accompany the officers to Indianapolis, and only asked permission to arrange a bond before leaving home. Yesterday afternoon he was given a preliminary examination before the United States Commissioner and put under a bond of \$3,500.

On examination, Caldwell admitted that he knew Harlan, and said that he had seen him three times. He denied all knowledge of the manufacture of spurious coin. "Buck" Harlan was put on the stand, and told substantially the same story related to Treasury Agent Carter last week. He claimed that he had been started in the counterfeit business by Caldwell, who had advanced him \$415 with which to purchase an outfit. Caldwell, he said, held his note for \$450. He began his dealings with the lumber dealer, he claimed, last October, shortly after his release from the Noblesville jail. Caldwell, he said, had sent him a registered letter requesting him to come to Frankfort. He went to Frankfort and received \$35. Later he was advanced \$35 more, and in April of last year he received \$415. Harlan further said that Caldwell had nim at his Shelbyville no Frankfort prisoner was represented by his attorney, H. C. Sheridan. Caldwell was not sent to jail, but remained in the custody of the marshal until the arrival of his bondsmen at 6 o'clock last night. It is the be-lief of the government officials that a strong case can be made against Caldwell.

Two Divorce Complaints. Daisy S. Shafer, in a complaint for divorce from Frank Shafer, relates a series of abuses and mistreatment. They were married at Noblesville on Feb. 7, 1892. Mrs. Shafer alleges that her husband never has provided for her support, and that within three months after her marriage she was obliged to return to her father's home. There was afterwards a reconciliation and they moved to this city. She alleges that after their removal here they were evicted for the nonpayment of rent and their house-hold goods, which were purchased on the installment plan, were taken from them for nonpayment of installments. She al-leges that he cursed and struck her. She says her husband was a good mechanic and earned good wages during all of the time, but squandered the money upon him-Eiva Retta Gebhard sued Fred Gebhard for divorce, alleging cruei treatment as a cause for the complaint.

Superior Court Juries. Juries for the October terms in the Superior Court were drawn yesterday as fol-

Room 2-Cleophas E. Field, city; George Taffe, Pike township; Reinhart Stark, Center; A. C. F. Koch, Franklin; James D. DeVoss, city; Philip Reeder, Center; Jacob Haller, city; Charles F. Dashiel, city; John P. Avery, city; John M. Edwards, city; William H. Watt, Wayne; George I. Dunn, Lawrence.

Room 3-James A. Haag, city; Edward W. Mendenhall, Decatur; John W. Kimberlin, Lawrence; Grant Glidewell, Wayne; Jacob Homer, Decatur; Robert Kenworthy, Decatur; Harry Bristow, Perry; Thomas Newsome, Wayne; Patrick Toohill, city; Samuel H. Michael, Lawrence; Asa Newhouse, Lawrence; Asa Meyers, Pike,

Spray Claims He Is Insane. Harry Spray is on trial in the Criminal Court for grand larceny. His peculiar defense is insanity. Spray is a young man of dissolute habits, twenty-three years of age, and was indicted for stealing a watch from George Soffell, a bartender in a South Side saloon. He was arrested by patrolman Simpson after a hard fight, in which Mrs. Spray, the mother of the young man on trial, took an active part and as-saulted the officer with a hammer. In substantiation of his plea of insanity the de-fendant introduced witnesses to show that he was an inveterate drinker and that he was not believed by them to be responsible for his actions while under the influence of intoxicants.

Merely Took It for Safe Keeping. William McEnnery and Thomas Smith were tried in the Criminal Court yesterday for robbery and were acquitted. They were arrested for stealing a watch from George Ennis, a Pittsburg glass blower, while the latter was drunk. The evidence showed that the men took the watch at the direction of a friend of Ennis and intended turning it over to him for safe keeping.

A Crematory Patent in Dispute. In the United States Court, yesterday, the Engle Sanitary Cremation Company, of Des Moines, Ia., filed suit for injunction against the city of Elwood. The complaint alleges that since March, 1888, the defendant has been employing a garbage furnace which is an infringement upon the plaintiff's own patent. The court is asked to interfere at once.

Police Court Cases. James McCarthy, Gobby Healy and John Nurse were arraigned in the Police Court yesterday morning for burglary. There was not sufficient evidence against them to warrant their detention and they were dis-charged. Frank Mertz was fined \$15 for disturbing the peace. His wife testified that he had frequently become intoxicated and

Wrote Her Neighbor a Bad Letter. United States Marshal Hawkins yesterday arrested Susan Simpson, a Lafayette colored woman, on the charge of violating the postal laws. The prisoner was accused of writing an objectionable letter to one of her neighbors with whom she had quar-reled. She was released on her personal

The \$9,000 Garnishment Released. The garnishment of the \$9,000 in the State Bank of Indiana belonging to Pain & Sons was released yesterday by Pain & Sons giving bond for the amount. The garnishment was issued upon the complaint of the Dayton Amusement Company. The Claybourne Compromise.

The Claybourne suit against Morris & Halfaker and the County Commissioners of Johnson county was dismissed yesterday morning, the parties to the suit having agreed upon a compromise. A Supreme Court Argument.

The Supreme judges are hearing argument in the case of Ferris vs. the Berkshire Life Insurance Company. THE COURT RECORD.

Supreme Court.

16887. Walls et al. vs. State ex rel. Ma-

lott, Auditor, etc. Lawrence C. C. Affirmed. Howard, J .- No demand is necessary in an action to foreclose a mortgage securing a matured debt. 2. A mortgage may be re-formed and foreclosed against a subsequent purchaser with notice of the mistake. 1687L Wright, Administratrix, et al. vs. Fultz et al. Washington C. C. Affirmed. Dailey, J.-A trial by jury is not demandable in a proceeding to establish a lost will. When the court refuses to admit the testimony of a witness a question should be asked and the particular facts expected to be proved by the witness stated to the

Appellate Court. 1361. Heaton vs. Lynch. Decatur C. C. Affirmed. Reinhard, J.-Where, in a suit on a promissory note, the defendant files a pleading alleging that a third party whose name is not on the note, and who was not present when the same was executed. should be made a party to the action, inwas for the joint benefit of defendant and such party, held: The pleading was not sufSOME INSIDE FACTS

Such Matters Always Leak Out.

This Time It Carried the Great News Far and Wide.

Many Families all Over the Land are Deeply Interested in the Matter.

There are many things in the lives of persons and families which, when they are known, become matters of public interest. People always want to know those things which personally concern them, which add to their welfare, their looks or their comfort. Here is a piece of news which, coming from such high authority, makes it of more than ordinary interest.

Mrs. Charles H. Heaton, residing at 143 State street, Montpelier, Vt., is a most lovely and accomplished lady. The family has the very highest social standing. Her husband has held many offices of trust in the city and in politics, and among the Masonic fraternity stands at the head. Her husband's father is president of the Montpelier Savings Bank and Trust Company, the largest bank in the city. Her father is a prominent railroad man. She writes as

"Two years ago we had a terrible experience with la grippe and by overwork in taking care of my children and the results of the disease I was left in a very exhausted condition, in fact was nearly prostrated. I was so weak that upon the least excitement I would feel nauseated. I was as near nervous prostration as any-

one could be. "Some one recommended Dr. Greene's Nervura blood and nerve remedy to me, and I immediately began its use. I am happy to say that it completely cured me. I think it is the best medicine I ever knew of for any form of nervous or chronic disease. I have recommended it to many and shall do so upon every occasion."

This letter is of the utmost importance to you, for it tells you just what to do to be cured. If you are nervous, weak, tired, sleepless, if you have headache, indigestion, kidney or liver complaint, poor blood and weak nerves you can surely regain your health and be as well as you ever was by taking Dr. Greene's Nervura blood and nerve remedy.

The strengthening and curative powers of this remedy are wonderful. Use it and you will be made well and strong. It is the discovery of Dr. Greene, the most successful specialist in curing nervous and chronic diseases. He can be consulted by all at his office, 35 West Fourteenth street, New York city, free, personally or by letter.

ficient as a cross-complaint nor as a petition to make a new party. 1191. Salem S. & L. Co. vs. Tepps. Washington C. C. Affirmed. Gavin, J.-A master is chargeable not only with that knowledge of latent defects in machinery which it actually possessed, but also with that knowledge which, by the exercise of rea-sonable care and diligence, it might have 1216. John R. Mason vs. Nicholas Kempf. Howard C. C. Affirmed. Ross, J.-A tenancy which expires at a stated time requires no notice to terminate it. 1024. Beckett vs. State ex rel. Ohio C. C. Rehearing denied.

Superior Court. Room 2-J. W. Harper, Judge. Mary A. Sullivan vs. George L. Sullivan; divorce. Cause dismissed at defendant's

John Thomas vs. William G. Wasson; suit on note. Trial by court. Finding and judgment for plaintiff for \$3,123.26. Room 3-Pliny W. Bartholomew, Judge. Maud Bafley vs. John M. Gaston; damages. On trial by jury.

Amos Powell vs. John Herron; account. Finding for defendant. divorce. Decree granted plaint

Theresa Hoffman vs. George Hoffman; Welliam Elvis vs. Anna Elvis; divorce. Decree granted plaintiff. Criminal Court. John W. Keeling, Judge Pro Tem.

State vs. Harry Spray; grand larceny.

On trial by jury.

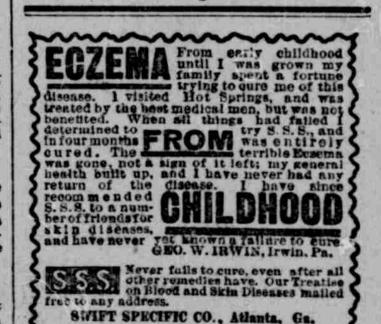
State vs. Larry McEnnery and Wallam Smith; robbery. Trial by court. Not Circuit Court. Edgar A. Brown, Judge. Harry Baum was declared a person of unsound mind by a jury.

New Suits Filed. American Alumnia Company vs. The Indianapolis Paper Company; note. Superior Court, Room 1. Peerless Manufacturing Company vs. Ol-iver A. Keely et al.; note. Superior Court,

In the matter of Daisy S. Shafer vs Shafer; divorce. Superior Court, Elva Retta Gebhard vs. Frederick Gebhard; divorce. Superior Court, Room 1. Gertle Brown vs. Peter F. Conway; note. Superior Court, Room 3. Margaret A. Plummer vs. Lydia Plummer; on account. Superior Court, Room 1. Home Brewing Company vs. Morris Lip-insky et al.; note. Superior Court, Room 1. Thornton School Matter Settled.

Detective Ben Thornton yesterday removed his child from school No. 4 after an interview with Superintendent Goss. The superintendent in the morning called on the Board of Public Safety and warned that body that it would have to be responsible for any breach of the peace which might result from his enforcement of the rules of the city schools. Mr. Thornton accompanied his child to the school and met the superintendent. The interview which followed appeared to satisfy both men and Thornton took the little girl home. He said yesterday the matter had been fully settled, and that there would be no more trouble.

Dr. Price's Cream Baking Powder World's Fair Highest Award.



Locomotor Ataxia, Epilepsy . . .

AND ALL

DISEASES SPINAL CORD

FIND READY AMELIORATION FROM THE USE OF MEDULLINE,

THE EXTRACT OF THE SPINAL CORD OF THE OX. PREPARED UNDER THE FORMULA OF Dr. WM. A. HAMMOND,

Dose, 5 drops. Price, two drachms, \$2.50. Columbia Chemical Co.,

IN HIS LABORATORY AT WASHINGTON, D. C.

WASHINGTON, D. C.

BUSINESS DIRECTORY

SAWS AND MILL SUPPLIES. ATKINS E. C. & CO., Manufacturers and CUT, BAND and all other Belting, Emery Wheels and SAWS Mill Supplies.

Illinois street, one square south

Union Station. BELTING and

Specialties of W. B. Barry Saw & Supply Co 132 S. Penn. St. All kinds of Saws Repaired.

EMERY WHEELS.



ABSTRACTS OF TITLE. THEODORE STEIN,

Successor to Wm. C. Anderson,

ABSTRACTER OF TITLES 86 EAST MARKET ST.

DETECTIVE AGENCY.

WE NEVER SLEEP.

American Detective Agency, Northwest corner Washington and Delaware sts.,
Rooms 5 and 6, Indianapolis, Ind. Tel. 1426.
This agency is prepared to do all legitimate detective business intrusted to it by Banks, Railroads, and all other corporations, Mercantile Houses, Attorneys and private individuals. We employ only the most skilled operatives. All business strictly confidential. Correspondents in all principal cities. Open day and night.

H. C. WEBSTER, Supt.

JAMES CAMPBELL, Assistant.

"HISICIANS. DR. FRANCIS J. HAMMOND

Office, 38 East Ohio St. HOURS-9 to 11 a. m.; 2 to 5 p. m.

Diseases of the Stomach and Nervous System. DR. C. I. FLETCHER. RESIDENCE-573 North Meridian street. OFFICE-369 South Meridian street. Office Hours-9 to 10 a.m.; 2 to 4 p.m.; 7 to 8 p.m.

Telephones-Office, 907; residence, 427.

DR. J. A. SUTCLIFFE. Surgeon. OFFICE-95 East Market street. Hours-9 to 10

a. m.; 2 to 3 p. m., Sundays excepted. Telephone 911 DR. BRAYTON. OFFICE-26 E. Ohlo: from 10 to 12 and 2 to L. RESIDENCE-808 East Washington St. House Telephone 1279. Office telephone 1454.

> DR. SARAH STOCKTON. 227 NORTH DELAWARE STREET.

DR. REBECCA W. ROCERS. DISEASES OF WOMEN AND CHILDREN-OFFICE-19 Marion Block. Office Hours: 9 to 12 a. m., 2 to 5 p. m. Sundays: 4 to 5 p. m., at Residence, 440 North Meridian street.





Indianapolis, Ind. TEEL-RIBBON LAWN FENCE PRICES REDUCED.

111 South Tennesses 45



BRASS FOUNDRY AND FINISHING BHOP.

PIONEER BRASS WORKS. Mfrs. and Dealers in all kinds of Brass Goods, heavy and light Castings. Car Bearing a specialty. Re-pair and Job Work promptly attended to. 110 to 116 South Pennsylvania st. Telephone 618.

SEALS AND STENCILS.

GEO IMAYER, SEALS, TOT CATALOGUE FREE BADGES, CHECKS &C. 151. 1386. 15 S.MERIDIAN ST. GROUND FLOOR. SAFE DEPOSITS.

day and night on guard. Designed for the safe keeping of Money, Bonds, Wills, Deeds, Abstracts, Sil ver Plate, Jewels and valuable Trunks and Pack-

SAFE DEPOSIT VAULT.

Absolute safety against Fire and Burglar. Finest,

and only Vault of the kind in the State, Policewan

S. A. FLETCHER & CO., Safe-Deposit JOHN S. TARKINGTON, Manager. DENTISTS. DENTIST E. E. REESE

East Ohio St., bet. Meridian and Pon VANDALIA LINE.

\$7.50- T. LOUIS and RETURN-\$7.50 ST. LOUIS FAIR. lickets on sale Sept. 29 to Oct. 6, good returning until Oct. 8.

\$2.25—TERRE HAUTE AND RETURN—\$2.25 - FOR THE VIGO COUNTY FAIR. Tickets on sale Oct. 1 to 6, good returning

until Oct. 8. RAILWAY TIME-TABLES. Indianapolis Union Station. ennsylvania Lines. Trains Run by Central Time. Ticker Offices at Station and at corner Illinois and Washington Streets. TRAINS RUN AS FOLLOWS;

*Daily, + Daily, except Sunday.

FROM INDIANAPOLIS TO LEAVE

Columbus, 1nd., and Louisville "3.35 am Philadelphia and New York.... "4.50 am Baltimore and Washington ... *4.50 am *10.15 p.u Dayton and springdeid *4.50 am 110-15 p.u Martinsville and Vincennes. *3.05 am Richmond and Columbus, O... 18.00 t a Madison and Louisville. . . . 18.05 am *5.00 pm Logansport and Chicago *11.15 am Dayton and Columbus *11.45 am Dayton and Springfield "3.00 pm "12.45 pm Philadelphia and New York... "3.00 pm "12.45 pm Baltimore and Washington ... "3.00 pm "12.45 pm Columbus, Ind., and Louisville "3.5 pm "11.55 am Knightstown and R.camona., 14.00 pm Columbus, Ind., and Madison, 14,00 pm 110 15 am Martinsville and Vincennes... 14,30 pm 110.40 am

Best Line to Cincinnett For any information call at City Ticket Office, No. 2 West Washington street, corner Meridian. Trains arrive and depart from Union Statt n, as follows:

Leave. *8.40 am 16:15 pm

*11:45 am 17:30 pm